SOME MEN ABOUT TOWN.

Dr. Rufus H. Gilbert, the engineer who devised the Met Popolitan Elevates Lailway, has neen recently on a sick-bed at his house, No. 401 West neventy-third at. He was Medical Director during the war on the staffs of General John A. Dix and General John M. Poliger, serving both in the Eastern and Western armies. After the war he spent several sessions at Albany endeavoring to secure a charter for his elevated system, but it was not until his old commander General Dix became Governor that he succeeded. He had to part with most of the stack of the road to get men and money to build it, and when it was completed he had only about \$35,000 of the stock and a consulting engineer's salary of \$50 per week for life to show for ten years of hard, vexations labor.

The New England Iron Company was first contracted with to build the Metropolitan or Sixth Avenue road at the round figures of \$700,000 a mile. This was at a time when Dr. Gilbert had something to say in the direc tory. This contract was broken, however, and Commo dore Garrison, at the head of a Loan and Improvement Company, built the line at a cost of something over double the rate originally contracted for by the New-England fron Company. The latter claim that at their price permile they could have cleared as profits about \$400,000 alle, and are now suing the road for \$4,000,000 which they say they would have realized if the contract had not been broken. I wender what the actual profits of the Loan and Improvement Company could have been!

Some of the recent cassignments and receiverships in this city have a curious if not suspicious look. William 8. Warner, to whom Ferdinand Ward hastily assigned a large amount of personal and real property to secure an alleged indebtedness of over \$3,000,000, was a fellow clerk at \$30 per week with Ward until admitted a few years ago into a law firm. Juliea T. Davies, the receiver of Grant & Ward, is a law partner of Warner. James D. Fish made two assignments; one of the Mys-tic Flats and other property to his intimate friend, John T. Wilson, who built many of his houses; and the other to Wilson's partner, John H. Morris, who now has con trol of the Rhoth's Theatre property.

& I am told that before their failure Fish and Ward had let a part of the Booth's Theatre property, amounting to about one-half the floors, at a total reutal equal to about 10 per cent on the cost of the building and the alterations. At this rate it eight to be a gold mine in the hands of a shrewd and careful receiver.

The "Professional Assignee " has come to be a regular Institution in New-York City, a companion figure to the referees and receivers created by the courts with boundss generosity toward needy and friendly lawyers, and with reckless disregard of honest creditors' rights to name the men who shall administer on the debtors' remains. One man, named Samuel A. Lewis, is occasionally spoken of as the "Assignce of the Hebrew Nation," so frequently does he thrure in that capacity for embat rassed Jewish merchants. Some men of prominence de little else than act in one or the other of these three ca pacities, and all get rich at it. Scores of lawyers who are never seen in court make fat. livings from reference cases sent them by friendly judges. A receivership for a big insurance company or bank badly, involved is a sure snug fortune for the appointee. And in nine cases out of ten these persons who close up bankrupt estates or institutions are appointed not on the application of bons fide creditors, but at the request of the relatives of the bankrupt or the directors of the institutions.

Senator Kiernan during the legislative session of 1883 published a report showing the enormous fees paid to some receivers of broken companies in this city, and particularly instanced the case of James D. Fish, that time Fish had drawn none of the fees due him, and he made an effective answer to the Senator's report by declaring that instead of receiving large sums as named he had not been paid anything for his services. He did not resign the receivership in question until he failed recently. It would be interesting to know what amount he had drawn up to that time and whether or not the figures sustain the Senator's premature report.

The much abused referee system, I am told, was originally confined to the hearing in private of divorce suits and other scandalous cases which it was not desirable to have the public know much about. Now almost any subject of action is submitted to these star-chamber representatives of the indges. After a time perhaps we may be trying big defaulters, forgers, and even murderers in private, out of deference to their horror of pub-

Mr. Fish still lives in his fine quarters in the Mystic Flats. They are furnished in "Oriental splendor," as the reporters say, and look directly out upon the Moor-ish beautics of the Casino. He is to be seen nightly on the roof of the Casino, always accompanying some lady, generally Miss Sallie Reber, an operatic protégé of his.

Mr. Fish is one of the nine directors of the Casino. is Ferdinand Ward. So is Albert Weber, jr. All these named have got into financial troubles and their places are to be filled next September when the stockholder meet. The real fight between Rudolph Aronson and John A. McCaull, which has gotten into various courts in in the Greenfield factory, the last one a few days ago, forms, is over the control of the new board to be in September. Of the other directors, S. J. Sullivan of Adrian Iselin & Co., Theodore Seligman, N. Myers, and Albert and Rudulph Aronson favor the con tinuance of Aronson in the management, while E. E. Doty, formerly a clerk of Grant & Ward, is favorable to a change. Mr. Fish and Ferdinand Ward of the present directory favor McCaull, and Albert Weber sides with Aronson, but all of them have other business just now to occupy them, and will go out of the directory in

I know of no good reason why the general public should deprecate the fight between Aronson and McCaull. It can well afford to occupy the neutral position of the can well along to occupy the health position of the woman watching the struggle between the bear and her husband, and occasionally urge on the contest. Person-ally I am sorry that two clever fellows should be found fighting at all, but otherwise I am ghal these two antagonistic natures are on the eve of separating their interests. Anything which antagonizes them in operatic man agement tends to the establishment of rival English opera companies at rival theatres; and the public will enefit by that result of the row, because sharp rivalry will improve the quality of the performances at each Both managers are entitled to credit. Aronson almost unaided has built the Casino and made it a permanent ome for English opera; and he is not only entitled t the future direction of it, but also to the control of a good company which will enable him to give the class of per formances which he aspires to present. McCauli has labored hard, and against many difficulties, in popularbring English opera, and has done much to give success But both managers are now strong enough to stand alone, and for one I should like to see them as rivals with opposing houses.

Calonel McCauli has rather got the Better of Mr. Aronson in the matter of contracts with foreign composers and can prevent Arenson from giving any of the recent French and German successes in English. At the same time McCaull has so antagonized many of the best sing ers of England and America that Aronson would have no difficulty in making up an excellent company between Beptember and May if he should find himself in contro nuder the new directory. As for new operas, his own "Capitali Kidd" would be welcomed as a sovelty. I understand he is having it changed from a two-act comic skit to a three-act romantic opera. The subject is one which gives scope to dramatic work on the part of the

William T. Carleton, one of his singers whom McCaull appears to have offended, has taken an operatic company suppose that the members are really in training for the Casino stage after May next. McCault threatened dur ing the recent row to take his company out of the Casino and put it on the road. If he had done so it is likely Carleton's or Ford's company from Baltimore would

I met on the roof of the Casino the other evening Will Isin C. De Witt of Brooklyn. We talked of the chances of Cleveland for nomination at Chicago and for election afterward. I ventured the remark that if Cleveland should be nominated Blaine would poll 95,000 votes in New York City; (Garfield for President got 81,730 and Dowd for Mayor received 98,715 in 1880.) I added that

roted in 1880-1882, and how they mean to vote now You will be encouraged if you are for Blain

Bourke Cockran and Thomas F. Grady, the spokesmen at Chicago of John Kefly and Tanmany Hall in the opposition to Claveland, are both comparatively young on. Both are Itiel Americans, and both have a slight touch of the brogue, betraying, as their features do not, their descent. Cockran is rather Italian in sepret, and Grady is of a Toutonie ,appearance. Both have natural "gift of gab," and can talk endiessly moment's notice. Grady is rather fat witted, but Cookran is a man of some attainments, and of greater force in

Congressman William Dursheimer has not figured at Chicago, and I suspect he is suiking in his tent with a view to another political handspring. He, like John Bigelow, went into the Democratic camp under Mr Tilden's lead, when he was carrying the banner of Beform. Both have made the blunder of clinking to the old leader after his usefulness had departed and the banner had fallen from his hands. Had they served true reform with half the real with widch they followed the false prophet who profited for a time by pretending reform, they would not now be as completely forgotten by their party as they appear to be:

William R. Travers has been at Chicago, but he does not appear to have done much talking in public, and his private efforts have doubtless neen brief. He doesn't tappen to be fluent of speech, though he is quick of ideas. He stutters painfully and yet is accounted one of the wits It was he who inquiring of a bird fancler who had the same infirmity if " the theat bebird con could ta-talk," stong the dealer into replying, "If h-he coucouldn't talk b better than y you I'd w-w-wring his neneck ' Approached by a bunco steerer be gave his name as "Mr. Williams, banker, of Syracuse." When thus addressd a moment later by the bunco man's confederate ne said that he was "William R. Travers, bunco steerer, of New-York." His tall, well-knit figure is well known n Wall Street, in the opera houses and in most of the clubs. He is the son in-law of Reverdy Johnson.

2 I saw Mr. Travers once under circumstances which I rnjoyed ingely. It was at the opera ball which followed the first Mapleson season here, and of which August Belmont was the principal promoter, and at which he was the most needlessly officious manager. It was a decided failure from the start, few attending at the price of \$15 fixed for admission tickets, and those few were freprently annoyed by the officious behavior of Mr. Belaont. He raised something akin to a row by objecting to a man who did not wear a full dress suit going to his seat in the parquette; the man happened to be one of spirit and threatened to give Belmont a drubbing. Travers stood by and rather enjoyed the scene. Later in the evening Travers was remonstrated with for joining "the boys" in dancing a very lively dance with a number of the more vivacious dames who had been at supper. He answered: "Th-this is a f-fiz-zle. There w-wont be any n-more opera b-balls; and I w-want the w-worth of my subscription out of th-this one." And he took it.

The firm of L. S. Lawrence & Co. is one of the oldest private banking firms in the city. It has over 2,000 egular depositors who have been doing business with the house for years. Not a single member of the firm name survives, and there is not a Lawrence interested in the concern. Charles Frazier, who is at its head, is comaratively young and immoderately rich.

Douglass Taylor, who has his "Printery," as he calls it, in the opposite corner from Lawrence & Co., tells me he was once a clerk in the house and a favorite of one of its principals, who was his guardian. Then the banking onse was in Printing House Square, next door to The Globe newspaper office, which occupied the site of the present Tribuse publication office. Since that time THE PRIBUNE Building has swallowed up The Globe and the sanking house, too, not to speak of half a dozen other mildings. Taylor says, and sighs as he says it, that he night have continued with Lawrence & Co., and to-day have been a rich banker, but for his infatuation for printers ink. He was always neglecting his bookkeeping to write squibs for The Globe; and gradually worked out of the banking house into a job printing office.

ORIGIN OF CANDY EXPLOSIONS.

STARTING IN THE DRYING-ROOM-WHAT A MANU-

FACTURER SAYS. Broken mixed cardy, sugar plums, peppermint sticks and taffy are commonplace enough to treed contempt; but the destructive tires which have caused loss of life and property within the last few years, and which have originated in the manufacture of caudy, are sufficient arguments against the complete innocence of the main ustenance of the American infant. In the latter part of 1877 the factory of Greenfield & Co., at No. 68 Barclay-st., caught fire, and the explosion which oc-curred while the fire was in progress killed several perons and injured a number of others. At that time a rigid investigation into the causes of the fire was made by the Fire Marsial, and when it was concluded the authorities were satisfied that there had been an explosion, but of what nature they were not prepared to state. Since that time two other fires have broken out and while there was no loss of life there was sufficient aystery attending them to call for an investigation. In addition to the Greenfield fires several explosions

have occurred in other factories, notably in those which manufacture the so-called French candy, but in each case the explosion has been attributed to that convenient scapegoat, kerosene. A TRIBUNE reporter recently called on a number of the proprietors of the candy factories in Barelay-st. and lower Wooster-st., but when the question was asked if they knew of anything that was used in the business that was liable to lead to an explosion or fire, they assumed a vast deal of surprise, and promptly replied in the negative, Mr. Greenfield was sure that he used nothing of the kind ; Mr. Hawley, of Hawley & Hoopes, was astonished that any suspicion leading to such a question could have been aroused; Mr. Coleman, of Powell & Coleman, assured the reporter that he had been misled; and the managers of the New York Confectionery Company and the Palisade Manufacturing Company treated the idea that candy had anything in it to explode as sheer non-But one of the manufacturers did not think it was at

all unlikely that the new candies induced explosions which, though unimportant in themselves, might lead to the most disastrous results. He said; "The part of our factories which causes us the greatest anxiety is the drying-room, where, after the candy has been moulded, it is placed to harden. It is heated by the steam or hot air system to a temperature of from 120° to 200°, and unless it is absolutely fire-proof the danger is great. The fire underwriters are inclined to hold aloof from taking any risks on our property, and when policies are secured it is at rates far above the ordinary The moulds which we use are of powdered which is the most harmless substance we can starch, which is the most harmless substance we can find to take the place of plaster of Paris, which was used until several years ago, when the Board of Health stopped it. The starch powder is highly inflammable, and even explosive, and when used in connection with sugar, gum, liquorice, glucose, vermicelli, chloride of potash and the various oils and extracts which are sugar, gum, liquorice, glucose, vermicelli, chloride of potash and the various oils and extracts which are parts of candy manufacture, the chances of spontaneous combustion are not nearly so small as we are inclined to have the Fire Department believe. Flour dust is, as you are aware, highly inflammable, and the difference between the flour dust and starch dust is not greatly marked. Then there is the danger of fermentation. The newly moulded candy is almost as sensitive to the changes of temperature or of moisture as lime is, and spontaneous combustion is no empty fear among us. The drying room, although every precaution is taken to keep it clear from all deposits of starch-dust, is generally dim with the settling dust, and we are called upon often to use our fire extinguishers. The chief safeguard that we have is our ability to confine any incipient conflagration within the limits of the drying-room by means of the iron doors and casings. Whenever the smallest flash is observed we hold ourselves in readiness to leave the building. The fires which have occurred in candy shops where they have not been traced without a shadow of a doubt to the origin must be attributed to the combustible nature of the material need in manufacturing confectionery. The Greenfield explosion in 1877 was unquestionably due to no other cause, and the two or three fires which we have had recently must be attributed to the same cause."

HE CAUGHT THE SIXTEEN QUARTERINGS

Dowd for Mayor received 98,715 in 1880.) I added that I I thought the feeling observable against Cleveland here was even more marked than that against Grace in 1880. Mr. De Witt made the remark that he had no doubt that Blaine would carry Brooklyn as against Cleveland, and might earry Kings County.

I make a duty of canvassing the Republican vote of my block at every State and National election; and I do it without much difficulty as there are not many of us. In 1880 there were seven of us, all Republicans during and since the war, only one of whom is an officeholder, and he by appointment to a county office. All were to vote for Garfield. In 1882 there were the same number of us, and all the same men as in 1880. The office holder voted for Folger; all the rest of us for Cleveland, for Governor. This year there are two more Republicans, both of whom are young men who have come of age, (one the son of a leading Democrat); and all nine of us intend to vote for Blaine, as against Cleveland or anybody else. I have found this little tests good guide bretofore, Try 1: on your neighbors and learn how they One of the oldest and richest Providence

SKETCHES OF SOME SENATORS

EDMUNDS, VEST, GARLAND, INGALLS AND THEIR COLLEAGUES.

GRACEFUL ORATORS AND BUSINESS LIKE TALKERS -YAN WYCK'S ICONOCLASM, FROM THE REGULAR CORDERFORDERT OF THE PRIBUNE.

Washington, July 12.—"If he had a strong olco, Vest, of Missouri, would be the best speaker in the benate," remarked one of his colleagues the other day. I am inclined to think he was at any rate not far from right. The detect under which Mr. Vest labors is, or course, a serious one in a public speaker and greatly casens the effect he would otherwise produce; but it is offset in his case by a perfect command of the English language, a thorough knowledge of the subject he is called upon to discuss, and a dexterous use of facts and figures to support the side of the question he takes. He rarely hesitates for a word. He never seems to be at a loss for a correct expression of his meaning. is neither diffuse nor rambling in what he has to say. His arguments are to the point, lucid and concise. The construction of his sentences leaves nothing to be desired. There is even a certain elegance and refinement in his fletion which are wanting, as a rule, in extempore speeches. All these qualities combine I would tend t make Senator Vest the foremost speaker in Congress if he had only a powerful voice. As it is, it seems to cost him an effort to be heard. His voice is frequently drowned it the burn and noise of the Senate Chamber and it rarely reaches the more remote parts of the gallery. These, however, who are near enough to hear him can enjoy his speaking, though they cannot always approve of his sen-Since he was elected to preside over the deliberations of

the Senate, Mr. Edmunds has rarely been heard on the floor of the chamber. He is not a brilliant speaker, nor does he make any attempt to be one. He is thought, however, to be the ablest lawyer in the body. Whenever he has anything to say he gets up and states it in a quiet, business-like way. There is no attempt at rhetoric. Fine phrases are not his failing. He seems indifferent to the impression he may produce. In the same even tone of voice he goes on clucidating one point after another. Before he has spoken five minutes, however, you are con vinced that here is a man who has the happy faculty of stating the entire question under consideration, clearly, intelligibly and without the waste of a single word, in ball the time that others require. His arguments are incid and perspicuous. He never talks above an ordinary conversational tone, and his delivery is as cold and matter of-fact lu character as his manner toward his colleagues. Like many able men, he has few personal friends and i decidedly unpopular among Senators. Newspaper men he abhors. Indeed, if he had his own way, he would close the galleries to them. The proper way, in his opinion for the public to get a knowledge of the proceedings of Congress is to read The Congressional Record. It is a fact worthy of notice, however, that Mr. Edmunds, according to the returns of the disbursing clerk of the Senate, is regular subscriber to eight daily newspapers. He ap-Preciates their value, apparently, in some respects, Senator Garland, of Arkansas, is, next to Edmunds, re-

puted to be the best lawyer in the Senate. His speeches bristle with references to Wallace's LXVI, page 536,319; or Peters's, C, page 324,016, and allusions of that sort. He is not a very interesting man to listen to, the subjects he ordinarily discusses being dry, but what he says is aid in a straightforward manner, with no attempt at effect, and in a voice heard in every part of the chamber One of the most effective speakers in the Senate is M Ingalls; and he knows it. manly ring to it, which is heard on every possible ocasion. This is not by any means intended to disparage the Senator from Kansas; on the contrary, it rather shows what interest he takes in, and what attention he pays to, everything that is going on. I have often thought that there must be in his veins a little drop Irish blood. He seems so happy whenever he can get into a controversy. He enjoys, I think, nagging and badgering less elever men. It does seem to do his heart good to overhaul a political antagonist or display his powers of sarcasm on some unfortunate victim whom he has caught napping. He is never so much in his element as when a short, sharp discussion arises which permits the free use of invective just tinged with a little personality. In short, I suspect he loves to hear himself talk though that would seem to be quite natural, since others never object to listen to him. There is, however something theatrical in his manner of speaking, forced, which does not always impress you very favor ably. When he rises he looks like an exclamation point so thin and emclated does he appear, and so tight and close fitting are his clothes. He is given to be sen tentions and is fond of "laying down the law." Some times he will perch upon assertion, and call it argument the result being that he is once in a while " taken up " by a less brifliant colleague, perhaps, but at any rate a thoroughly informed one, and then he subsides for a short time. Senator Hear "laid him out cold" in this manner the other day, and so did Vance, and, I think, one of the new Senators who sits on the "Amen" row. viz., the last and least desirable of the four rows of chairs in the chamber. But nobody doubts that Mr. Ingalls is a man of great ability, a fine talker, and one whom his associates and the public are always willing to listen to.

The Democratic side contains an unusual number of Ingails-but only in outward form. He is just as thin and tall, though he does not carry houself as straight, and if I compared Mr. Ingalis just now to an exclamation point I should be more correct in Mr. Sanisbury's case if I likened him to a point of interrogation which somebody had ineffectually attempted to straighten out. Here the comparison between the two men ends. Invalls is a man of brains; Sanisbury more like Gratians, of whom Bassanis said: "He speaks an infinite deal of nothing. more than any man in all Venice. His reasons are as two crains of wheat hid in two bushels of chaff; you shall seek all day ere you find them; and when you have them

they are not worth the search." Senator Williams, of Kentucky, who will be succeeded by "Joe" Blackburn, looks somewhat like the Knight of the Doleful Countenance, though he is decidedly better fed and has a great deal more sense than the poor Don. He is the farmers' friend; at least he considers himself their special champion—just as much as Conger does on the Republican side. Williams loves his little joke and introduces it in his speeches whenever he can. It is apt. however, to "go off " at the wrong time, a sure sign that he has "crammed" beforehand. He has also a fatal facility for quoting popular sayings. Mr. Courer, whose name I just mentioned, is not a very ready speaker, though his remarks are filled with good, honest common ense. He gets on the scent of a rebel ctaim quicker than any man in the Senate, and when he has success-fully traced it he nights it vigorously and generally comes out with colors filving. In this exciting sport he is ably assisted by Platt, of Connecticut, Hawley, his colleague,

and others on the Republican side. Some of the best known men, like Sherman, Rayard, Book. Dawes and Anthony, cannot rank as orators. sherman, it is true, always says something that is worth listening to, but he is hardly a fluent speaker. Bayard hesitates, pauses, and seems sometimes for minutes at a oss to find the word or expression he wants. Reck is a perfect storehouse of facts and figures; his head is full of ables and statistics; but he chews his words, mumbles his sentences, and frequently swallows them whole. Dawes emphasizes every word with equal strength; he is like a triphammer whose noise may deafen you at first but which before long will put you to sleep. Authory speaks rarely of late, but if he does, it is painful to watch

the effort it costs him to find the right word. The man, however, to stir the Senate into life, and make the old fogies open their eyes in wonder and amazement. s Senator Van Wyck. He cares little for the proprieties of the Senate as understood by the more dignified portion of that body. He will have his way and generally has it. "Senatorial courtesy" doesn't count for much with him. To create a "scene" and make the old "square-toes," as Thackeray would have called them, feel thoroughly uncomfortable seems to be his chief delight. As a rule the Senate, with the few exceptions referred to, enjoys the intermezzo. Even Mr. Edmunds's severest frown cannot restrain the laughter on all sides.

QUICK RELIEF IN CASES OF ACCIDENTS.

SUGGESTIONS AS TO THE IMPROVEMENT OF THE AMBULANCE SYSTEM. Some interest has been shown recently in the

nestion whether the ambutance system in this city did not need extension and improvement. Superintendent Walling said in reply to the inquiries of a TRIBUNE reporter 1 "Delays in the ambulance service now

chiefly because there are not ambulances enough to respond promptly to all the calls. It happens occasionally that when a call is sent to a hospital the ambulance is out attending to a previous call, and a delay is unavoidable. Little time need be lost, however, in sending calls for lambulances from any part of the city, as calls can be sent not only from every police station but also from every elevated railroad station and from every engine house, and the firemen send calls from the fire-alarm boxes. I think there would be serious objection "made to permitting the police to send ambulance calls from the fire-alarm boxes, because many of the policemen

hind the age in its system of telegraph, but that fact is due to lack of money. Efforts have been made by the Commissioners to get appropriations to try the Chicago system, but the Board of Estimate and Apportionment have refused to allow money enough even to make a test in one present. It would cost probably \$5,000,000 to put patrol hages on all the posts in the city, connect them by telegraph were with the police stations and formish the stables, horses, patrol wagons and other equipments necessary at the stations, anch as are in use in Chicago. When the system was established, however, we might get along with fewer policement and save something in salaries. In the up-town districts keys to putrol boxes night be entireded to reputable persons who could call policemen from the stations when they were needed.

Chief shay, of the Fire Department, said:

"It never would do to have all the ambulance calls sent from the ine-sharm boxes. The boxes are arranged in circuits, and there is now too much danger that fire alarms sent from certain boxes may be interrupted by ambulance calls from boxes on the same circuits. There should be a change in the police telegraph service. If the Chicago system were established here the patrol wagons could be summoned quickly in all cases of accident to remove injured persons to the hospitals."

HOME INTERESTS.

FEATURES IN THE MARKETS.

FRUIT FROM CALIFORNIA-LONG ISLAND VEGE

TABLES-FGGS AND BUTTER. midsummer abundance characterizes the markets just now, and especially is this true with the fruit business. Some fancy fruit dealers sell small half-peck baskets containing a sample of every fruit in the market and top the basket off with tiny bottles of champagne. These baskets contain a small banch of white and a bunch of dark hot-house grapes, a pear, an apricot, a peach, a plum, etc., until the entire list is exhausted. The baskets cost from \$1 to \$2. Some excellent peaches are coming up from Georgia, although they do not yet sell by the basket. Rareripes and Crawfords are the varieties. California fruits are also making

the varieties. California fruits are also making adisplay. The firm Laving the largest sale of this fruit in the city is Dunley, Claop & Doe, of West Washington Market.

"We are receiving," said Mr. Dudley, yesterday, "a car-load a day of California fruit, on which the freight from San Francisco is \$1,200. It comes through in seven days, our cars being attached to passenger trains nearly all of the way. We are handling Bartlett pears. They will come soon in great profusion. Just now they sell from \$4 to \$6 a box. Pretty soon grapes of the Muscat and Tokay kinds will be along. California peaches are of poor quality, largely owing to bad packing. They are worth \$1 and \$4 a box. Pinns and apricots are in abundance and of fine quality. They cost \$2 and \$5 a box."

Eastern fruit consists of berries, cherries and currants. Long Island gooseberries are plentiful.

Eastern fruit consess.

Currants. Long Island gooseberries are plentiful.

There is considerable demand for them from bakers
for pies, and from grocerymen. They are worth
\$2 a bushel or 10 cents a quart. Cherries are becoming searcer and sell for 12 and 15 cents a pound.

\$2 a bushel or 10 cents a quart. Cherries are becoming scarcer and sell for 124and 15 cents a pound. Antwerp raspherries co t omy 6 cents a box, blackberries and whortleberries 12 cents a quart. The mountains of Pennsylvania and New-York furnish nearly all of the whortleberries brought to this city. Thousands of persons had employment gathering and shipping them.

Butchers who deal in beef slaughtered here complain bitterly that they cannot compete with thirms handling the Chicago dressed article.

The vegetable market is overstocked since New-Jersey and Long Island began to send in their crops. Vegetables are also brought from the West as far as Illinois. That State sends countless tomatoes just now which sell at wholesale for 60 cents and \$1 a crate, and sell at retail for almost any price. Florida tematoes sell for \$1 a crate. Long Island cabbages cost 5 cents a head, saisify 15 cents a bunch, rhubarb 5 cents a bunch, asparagus 25 cents a bunch, sweet cora 25 cents a dozen cars, and Lima beans 15 cents a quart. Three heads of lettine cost 25 cents, and water-cresses 10 cents a quart.

Maskmelons are scarce, and inferior in quality.

quart.

Muskmelons are scarce and inferior in quality.

They cost from 25 to 50 cents each. Watermelons have come from Florida in such quantities
that they sell at 20 and 50 cents each. The market

is glutted.

New-laid eggs are worth 25 and 28 cents a dozen.

Dairy buffer brings 25 cents a pound, and cooking butter 18 and 20 cents.

MENU. MENU.

French soup with gravy crusts.

Soft-shell crabs.

Roast beef. Potatoes a la beurre. Caulidower. Eggplant.

Reed birds. Jelly.

Lettuce Mayonnaise.
Cheese, Wafers.

Batter pudding. Peaches and Cream. Lemon ice.

Coffee.

HOUSEHOLD NOTES. HOUSEHOLD NOTES.

Jam Toast.—Cut some soft slices of Vienna bread a day or two old into any shape or size you please, so long as they are not too small. Soak these—but do not let them break—in an uncooked custard of one or two beaten eggs, a small cuo of milk and a little salt. A little vanilia and sugar can be added, if liked. Have ready a clean, hot frying-pan with some fresh butter, and fry the bread to a fine golden brown. When done arrange round a dish, spreading each piece with any kind of jam you prefer. Melt a little of the same jam with equal quantities of sherry and water, and pour this syrup into the middle of the dish. Before serving place it in the oven for a few minutes. Prepared in this way this dish is delicious and very much unlike the ordish is delicious and very much unlike the ordmary German toast.

Rissofts.—To make rissoles take any kind of nice cold roast meat, chop it fine, salt and spice it to taste. Roll a tablespoonful in very thin pastry crust and fry quickly in butter or lard.

POTATOPS.—Potatoes which are to be served with rosst beef are very nice cooked in this way: Boil them and when they are done and peeled warm them up in melted butter, sprinkle with chopped parsley, and serve in a hot dish.

with chopped parsley, and serve in a hot dish.

DUCK IN JELLY.—This delicious cold dish for hot weather is made thus: Boil two calves' feet in two quarts of water until they fall to pieces from the bones. The water will be much boiled down. Strain out the bones and put into the liquid a well-cleaned duck or pair of ducks, a sprig of tarragon or a little tarragon vinegar, half a lemon, six cloves, a dozen bruised allspice, some thyme, salt, pepper and a small onion. Pour in stock enough to just cover the duck, cover it close and let it simmer until the meat will part from the bones—two hours or more. Then cut off the meat in slices, stripping all the bones, which may be returned to the stewpan and boiled down longer. Taste if the jelly be paquant and well flavored. Cayenne pepper, lemon juice, or vinegar may be added. Strain jelly be piquant and well flavored. Cayenne pepper, lemon juice, or vinegar may be added. Strain it through a napkin or jelly-bag, and take the fat off. Put a few spoonfuls of the jelly in a rather shallow mould or deep pie-dish. When the jelly has set, lay on it an ornamental device of different colored things, such as a wreath of hard egg slices, the white rings and the yolks separate, green pickles, beet-root, capers, etc. Pour gently over these, with a spoon, some more liquid jelly. Wait till this has set firmly, then lay on the slices of meat, not too closely packed, and pour over these carefully the half cold jelly. Let it stand a night, then warm the mould for a minute over hot water, and turn out the jelly. An ounce of pure getatine, dissolved or softened in a little cold water, will do as well as calves feet, and save trouble. as weil as calves' feet, and save trouble.

Cold Roast Veal in Jelly.—Take the bones out of a piece of the shoulder or leg of yeal, and make it of an oval form by binding it or with small skewers. Cut thin slices of raw fat bacon and lean ham; roll them up separately the size of a little finger. Make holes in the yeal with a pointed stick, pepper and salt the rolled ham and becon, and lard the yeal alternately with them, making each hole in the meat as you go on. Lay some rashers of bacon at the bottom of a deep saucepan with two caives' feet cut up, an onion, a couple of carrots, salt, pepper, half a pint of white Rhine wine, a pint of good stock, a quarter of a pint of vinegar, and a very little cayenne pepper. Lay the yeal on these; cover the saucepan, and let it cook slowly COLD ROAST VEAL IN JELLY .- Take the bo a pint of good stock, a quarter of a bint of vinegar, and a very little cayenne pepper. Lav the veal on these; cover the saucepan, and let it cook slowly by the fire, or in the oven, about three hours. It must be well browned, but neither dried nor burnt. Let it steam soft, then take it up. Strain the gravy, clear it from fat, and add browning or beet-root juce to color it deeper. When the meat is quite cold, take off its binding. Remove any fat on the cold jelly; warm enough of this to coat over the meat, puring it over with a spoon a little at a time. Cut up the rest of the jelly into rocky pieces and lay them on the meat.

GRAVY CRUSTS FOR SOUP .- Cut some toasted crusts into neat dice: put them in a sancepan and pour over them some strong stock. Leave them to summer until they have absorbed all the stock and are crisp. Put them in the tureen when the soup is ready to serve and pour it over them.

To WARM UP CAULIFLOWER.—Cut the stems off a cold boiled cauliflower, and when warmed through on a dish in the oven pour over it one onnee of hot liquided butter mixed with a little finely-grated Parmesan cheese. Put back in oven and let it irizzle; serve very hot.

To Fay Cauliftower, -Drain and cut into slices a firm boiled cauliflower, Dip these into a batter made of a beaten egg and a little milk, flour and

made of a beaten egg and a little milk, flour and salt. Fry unit of a light brown color and serve with a brown fance.

Lamon Pudding.—For this the crumb only of stale bread must be used. Half fill a small baking-dish with it, remove it to a basin and pour over it just enough hot milk to make it soft. Grate into this the rind of a large lemon, add the juice strained from the pips, sweeten it to taste, and mix it all well together. Beat up an egg with as much milk as necessary to fill up the dish, pour this over the bread, mix well, and having buttered the dish, pour the preparation into it; put little bits of butter on the top of the pudding and round the edges of the dish, and bake it for about an hour, or until a nice brown color. Strew a little powdered sugar might make mistakes and send out alarms of fire over the top and serve. This mixture can be baked instead. The Police Department of this city is be-

Steamboats and Railroads,

A -RONDOUT, KINGSTON and CATSFirst t stammer will leave at 1 p. m. haterdays for sill
functions of the control of the contro

 \mathbf{A} -special catskill mountain trips

The Fast New Iron Steamer CITY OF KINGSTON,

icave New York, foot of Harrison at, every Saturday at 1 p. m., for Hondont, making no landings, connecting with ap-rist train for the Monglains furnity, will leave fto-most, you may nichte on arrival of special fast train from the Monutality, arriving in New York on Monday, at 6 a.m.

FALL RIVER LINE.

FALL RIVER LINE.

FALL RIVER, ROSTON, AND THE EAST.

The most agreeable route to the WHILLE MOUNTAINS, MT. DESCRIP, all principal cities, indiand, and sea-alour resorts of New-Lengthing and Provinces.

Superbonew from Stepher PHIGHIM.

Leave New-York on alternate days (Sundays included) at 5-10 p. m from Pier 28, North River, foot of Murray 81, Connection via Annex Rost from Brooklyn, 5 p. m.; Jersey City, 4 p. m.

4 p. m. SPLENDID BANDS OF MUSIC accompany each strategr, and passengers are entertain every evening with a PROMENADE CONCERT in the Gra

accompany such statement and passengers are entertained every evening with a FROMENADE CONCERT in the Grand Saloen.

Long Water Route: Full Night's Rest: Five Morning Trains to Boston, short rail role. Glue, 80 minutes.

FOR NEWPORT LINE.

POR NEWPORT R. I., DIRECT.

MARTHA'S VINIVARD, NANTUCKET AND SEASHORE REPSORTS OF CAPE COD.

MAGNIFI ENT STEAMERS.

NEWPORT AND OLD COLONY

Leave New-York on alternate days (Sundays excepted) at 6 p. m. from Pier 28, N. R.

These steamets make Newport their Eastern terminus. Tickets and state rooms for boto lines may se secured in New-York at 162, 27, 261–421, 944–957 and 1523 Broadsway, at Asfor House, Fifth Avende Rotel, and Windser Hotel theket clues, at the office of Pier 28, N. R., and on heard steament IN BROOKLYN at Annex Office, foot of Fattonsk., N. Y. Co's solless, 4 Court at, and 850 Fullonsk, and Van Nostrand's Express, 107 Broadway, E. D.

IN LEBERY CITY, at A nex office, tool of Exchange-place. Send for list of Fall River Line Tours and Excursions and copy of "Tip End of Vankee Land," free, on ambigation.

BORDIN & LOVELL,

GEO, L. CONNOU,

GEO, L. CONNOU,

LEHIGH VALLEY RAILROAD,-Passenger Little VALLE, RATHOVALLE, ASSENGED A trains leave depot foot of Certianit and Desbrosses statistics m., 8:10 a m., 9:10 and 7 p. m. for Easion, Bethlehem, Allendown, Beaching, Mauch Chunk, Wilkesbarre, Towanda, Waverly, Ithaca, Geneva, Lyons, Buffale and the West, Pullman through crackes run daily. Local trains at 7 a. m. and 5:40 p. m. for Easton, Bethlehem and Coolay.

Trains leaving at 8:10 a. m., 1 and 3:40 p. m. connect for all points in Mahaney and Hazleton coal regions. Sunday train local for Mauch Chunk 8:10 a. m. Leave Mauch Chunk at 4 p. m. at 4 p. m. General Eastern Office, corner of Church and Cortlandt sta E. B. BYINGTON, G. P. A.

NORWICH LINE TO BOSTON, WORCES-MORWICH LINE TO BOSTON, WORCES-TER, NA-HUA, PORTLAND and the WHITE MOUNTAINS without transfer. "City of Worcester" the travellers favorile, leaves Pler No. 40, North River, foot of canalast, New-York, on Thesityas, Thurshays and Sarindaya, and the popular "City of Bostoo" on Mondays, Wednesdays and Frilays at 5 p. in. Limited and Excursion Tickets at reduced rates, State-rooms may be secured at 2.7 fireadway and at Pier 49, Su-perior advantages are offered by this line as a FAST FERICHT LINE. Two steamers each was every weeklay. For informat on referring to passenger or freight rates apply to ... WHAD N. Accomat on referring to passenger or freight rates appli

NEW-YORK AND LONG BRANCH RR. Pennsylvania RR., foot Cortlandt-stand Desirosas at, Phila & Read Ric foot Liberty at. LEAVE NEW-YORK, commands, 1500 22 185; For south Amboy, via Phila, & Reading K. R., 400 7.45, 900, 1100 a.m. 1200, 45,40, 5,500, 5,50 pm, Sandays, 400, 845, a.m., 1200, 400 p. m., via, Penn. R. R. 41, 11, 1200 m. 500, 7,000 m. Sandays, 4,15, 9 a. re. 5 p. m. For Matawan, &c., via Phila, & Rending RR., 4:00, 7:45, 11:00, a. m., (2:00, 14.), 4:00, 4:10, 5:40, 7:30 p. m., Sindays, 4:00, 8:40, a. m., 12:00, 4:10, 5:00, 7:00 p. m. Sindays, 4:10, 2:00, 10:00 a. m., 12:00, 4:10, 5:00, 7:00 p. m. Sindays, 415 9 a.m. p.m. Front Branch, Ocean Grove, Asbury Park, For Red Bank, Long Branch, Ocean Grove, Asbury Park, Sea Girt, Point Fleasaut, &c., via Philadelphia and Reading RR, 400, 745, p.m. Sundays, Inc. 1 45, 25, 270, 48, 275, p.m. Sundays, Inc. stoombog at Ocean Grove, Asbury Branch, Asbury C. G. HANCOCK, J. R. WOOD, H. R. NIEMAN, G. P. & T. A., P. & R. RE, G. P. A. P. RR. Active Sont DOPULAR SHORE LINE .- For Providence. OPTILAR SHORE in Boaton and Central De Boaton and the East. All rail from Grand Central De arce express trains daily (Sundays excepted) to Boston in, 2 p. m. (parlor car attached and 10 p. m. (with pales size pening cars). Sundays at 10 p. m. (with pales size pening cars). Sundays at 10 p. m. (with pales size pening cars). Sundays at 10 p. m. (with pales size pening cars). Sundays at 10 p. m. (with pales size pening cars attached.

cars). Newport express leaves Grand Central Depot a. p. m. arrives at Newport 7:35 p. m. Parior cars attached. F. W. POPPLE, Agent. PHILADELPHIA AND READING

NEW-JERSEY CENTRAL DIVISION,

NEW-JERSEY CENTRAL DIVISION,
FOOT OF LIBERTYSE, NORTH RIVER.
Direct connection to and from Brooklya, via Annex Boats,
from Brooklya Bridge Pier.

TIME TABLE-TAKING EFFECT JUNE 22, 1884.
For PHILAD-LIPHIA and TRENTON, "Bound Brook
Route," at 4:00, 7:45, 9:50, 11:15 a.m., 1:30, 4:00, 4:30, 5:30,
7:09, 12:09 p.m. SUNDAYS 4:8:40 a.m., 5:30, 12:00 p.m.
Direct connection at Wayne Junction for Germantown and
Chestnut Hill; at Columbia ave. for Manayunk, Conshohocken and Norristown. DRAWING ROOM CARS on all Day Trains and SLEEPING CARS on Night Trains.

CARS on Night Trains.

Returning, leave PHILADELPHIA, Ninth and Greenests, 7:30, 8:30, 9:34, 11:40 a.m., 1:15, 8:45, 5:40, 6:45, 12:00 p.m. SUNDAY, 8:30 a.m., 5:30, 12:90 p.m. Third and Berks-sta, at 5:10, 8:20, 9:00 10:30 a.m., 1:00, 3:30, 5:20, 6:30 p.m. SUNDAY, 8:15 a.m., 4:30 p.m. EUNDAY, 8:15 a.m., 4:30 p.m. leave TREETON, Warren and Tucker-sta, at 1:23, 6:20, 8:93, 9:00, 10:08, 11:35 a.m., 1:51, 4:22, 0:24, 7:25 p.m. SUNDAYS, 1:25, 9:18 a.m., 1:51, 4:22, 0:24, 7:25 p.m. SUNDAYS, 1:25, 9:18 a.m., 6:15 p.m.

For WILLIAMSPORT, SUNBURY, LEWISBURG, and MAHANOY CHYA AT 7:45, 9:60 a.m., 3:54, 4:40 p.m.

For READING and HARRISBURG at 4:00, 7:45, 9:00, 11:15 a.m., 1:00, 1:30, 4:00, 5:30, 5:45, 12:00 p.m. Sundays at 5:30 p.m.

5330 p. m. For SCRANTON at 7:15, 9:00 a. m., 3:45 p. m. For WILKESBARRE and PITTSTON at 7:15, 9:00 a. m., 1:00, 1:30, 3:45, 5:45 p. m. Sundays at 5:30 p. m. For DRIFTON at 7:15 a. m., 3:45 p. m. For TAMAQUA at 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00,

12:00 p. m.

For BETHLEHEM, ALIENTOWN and MAUCH CHUNK at 4:00 7:15, 0:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 5:30 p. m. For SASTIONS ON HIGH BRIDGE BRANCH at 4:00, 1:30 a. m., 4:00, 4:30 p. m.

For STATIONS ON HIGH BRIDGE BRANCH at 4:00, 1:00, 5:30 p. m. Sundays, 1:30 p. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. Sundays, 1:30 p. m. 500, 530 p. m. Sundays, 130 p. m. For SOMERVILLE at 4300, 6:00, 7:15, 7:45; 6:00, 10:30, 11:15 a.m., 130, 130, 230, 345, 4:00, 4:30, 5:00, 5:30, 5:45; 6:00, 7:00, 8:60, 10:30 p. m. Sundays at 8:00 a.m., 1:30, 6:30,

a. m., 303, 1030 p. m. Sundays at 8.00 a. m., 130, 6-30, 600 p. m. 130, 6-30, 600, 6-30

For LONG BRANCH, OCEAN GROVE, e.c., (All rail) at 4:40, 7:45, 5:40, 11:00 s.m., 17:40, 1:45, 3:37, 4:50, 4:50, 5:45 7:40 p.m. SUNDAYS except Ocean Groves at 4:00, 5:45 g.m., 12:09, 4:00 p.m. For FIEEEHOLD—At 7:45, 11 a.m., 12, 1:45, 4, 5, 7:30 p.m. For LAKEWOOD, TOMS RIVER and BARNEGAT at 8, m., 143, 4:50 p. m.
For VINELAND and BRIDGETON at 1:45 p. m.

NEW-JERSEY SOUTHERN DIVISION. From Fier No. 8, North River, via Sandy Hook, COMMENCING JUNE 23d, 1884.
FORSEABRIGHT, LONG BRANOH, etc., at 430, 9, 11 a. m., 115, 345, 445, 550 p. m. Sundays, 9, 11 a. m., 615 p. m.
For ATLANTIC HIGHLANDS at 430, 9:00 a. m. 345, 530 p. m.

5330 p.m. FOR ELBERON, ASBURT PARK, OCEAN GROVE, POINT PLEASANT, etc., at 9:00, 11:00 a.m., 1:13, 3:45, 4:45, 5:30 p.m. Sandaya illicept Asbury Park and Ocean Grove, at 9:00, 11:00 a.m. 9:00, 11:00 & m. For LAKEWOOD, TOMS RIVER and BARNEGAT at 9:00 am, 1:15, 3:45 p.m. Sundaya, 9:00 a.m.

am, 115, 3:45 p. m. Sundrys, 5:00 a. m.

Tickets can be procured at foot Liberty-st., Pier No. 8, North River 21, 162, 207, 257,261, 441, 944, and 1,3:35 isroadway; 737, 650 and 740 6th-are; 1 Rivington-st., 10 Green-wich-st., 162 508 East 125th-at. and principal Hotels in New-York City. In Brooklyn at Nos. 4 Court-st., 107 Froadway; 838, 850 Fulton-st., 210 Manhattan-are; 7 De Kalbave, 1845, Atlantic ave. In Hoboken, 254 Washington-st., N. Y. Transfer company will call for and check baggage from hotels or foreidone to destination.

J. E. WOUTTEN.

General Manager.

Gen Pass, and Ticket Ag. H. P. 3-4 LOV. N. G. P. P. Ast., 119 Laberty-st., N. Y.

WEST SHORE ROUTE.

VIA WEST SHORE OF HUDSON RIVER.
All trains except the 7:10a, m, and 4:15 p, m, trains leave
from West 42d-st. Cortland; and Destrosses ats. stations,
The 7:40 a.m. and 4:35 p, m, trains leave from West 42d-st. only. For Chicago and Detroit 10.00 a.m., *8:00 p. m. Pullman e ping cars throughout and from Suspension Bridge, Nogara Falls, Budalo, Newark and Suspension, 10:00 a.m., '8 p. m. Sieeping and parior cars

theorem and Oncida, 7:40, *10:00 a, m., *8 p, m.

Vitea, 7:40, *10:00, 11:70 a, m., *8 p, m.

Vitea, 7:40, *10:00, 11:70 a, m., *8:00 p, m.

Saraioga and Lake George specials *100 a, m., 120 a, m.,

Saraioga and Lake George specials *100 a, m., 120 a, m.,

Silo p, m. Elec and trains with revolving chair smoking cars,

day coaches and bit of partor cars.

Sharou Springs 10:00 a, m., with Buffet Parlor Car through

without change without change 10:00 a.m., with Buffet Parlor Car through without change and Kingston, *7:40, 8:50, 9:20, *10:00, 11:20 a.m.; 8:20, 4:40, 4:35, *8p m. Paterville, Cairo, Mountain House Station, Kasterskill, 8:50, 11:20 a.m.; 8:30 p.m. Buffet Parlor Cars to Summit on 9:20 and 8:30 p.m. Fallor Cars to Summit on 9:20 and 8:30 p.m. fallor parlor and sleeping cars thence to Mountreal.

For Montreal and Canada East, 8:50 a.m., 3:30 p.m., 4:35 p.m. Parlor cars to Saratoga, parlor and sleeping cars thence to Mountreal.

Catsunia a d Cranston's, *7:40, 8:50, *10:00, 11:20 a.m., 3:30, 4:35, *8:00 p.m.

Catsoni a d Cransion s, "740, 830, 1030, 1730 a m., 830, 435, *830 p m.

*The so by wind a m. 340 p m.

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For the states time tables, or information apply atoffices. Jersey City, Penn. R. R. Station; Hoboken 115 washing so.

J. Forkyu, 4 Contrat. Annex office, foot Fution-at 838 Fulton-at, and 7 bekalbaya, New York 18, 162, 261, 363, 364, 1,323 hroadway, 737 5th-ava, 168 East 125th st., Penn. R. R. Station; foot of Cortiand and Desbrosces st., and West Shore Station, foot of West \$24-at. baggage called for and checked from hotels and residences. Orders can be left at licket offices.

HENRY MONETT, Gen. Pass. Agon.

HENRY MONETT, Gen. Pass. Agent,

Steamboats and Hailroade

-HUDSON RIVERBY DAYLIGHT

A. Albany Day Line Steamers,
ALBANY and C VIBIARD,
Daily (except Sundays)

Leave Fulton at, Brooslyn (by annes)

"Vestry at pier New York 53
"West 791d at pier
For ALBANY annine at Syack and Tarrytown (by large west 700 by large and Husbon)

CONNECTIONS

A. \$4.50 TO SARATOGA and RETURN:
during scaso. Troy Boats, Criteria Line Steamers (Tro
OF TROY and SARATOGA leave for the Steamers (Tro
OF TROY and SARATOGA leave for the North Rice, becoming its answers of the Chistopher, daily except Saturday, at 6 p. m., connecting the
morning itsues for North and West. Sundays steamer
touches at Albany.

A LBANY BOATS, PEOPLE'S LINE, DREW and ST. JOHN, Leave Pier 41, N.R., loot of Canal-at, every weekday at N. H.—Tickets sold and bargage checked to all stations on New York Contral it. R., and wast though the trade food for passage and stateroom borth.

THE Saturday Night boats of the People's Line now control at Albeny on Sunday mornings for Saratoga, Schene tady and Lake George BALTIMORE AND OHIO RAILROAD. MODEL FAST LINE TO THE WEST.

Via Philadelphia, Baltimore and Washington.

Trains leave from Pennsylvania R. R. Depoi.

3p. m., except Sunday, for Washington and all points West.

p. m., DALLY FAST EXPRESS through sleeping west.

contra West.

concluse to Chrome Course, or Washington and all points War.

1. MIDNIGHT, daily for Washington and all points War.

1. MIDNIGHT, daily for Washington and all points War.

1. The Property of the Course of the Cou

FOR BRIDGEPORT and all points on HOU.

SATONIC and NAUGATUCK RAILROADS—Steamers
leave Catherine Slip at 11 a m. 3 p. m. 3 d.st., East Ring,
Silv p. m. Faire lower than by any other route. LONG BEACH.

LEAVE LONG ISLAND CITY, opposite 34th at, East River.—...mes Boat 34th at, 7th at, and James slip ferom connect. Daily, except Sanday, 305, 10,05, 112 m,264, 405, 505, 605, 700, 825 p.m. sundays only, 830, 935, 1050 a.m., 1, 215, 3305, 405, 5, 710 815 p. m.

NEW-HAVEN STEAM (OAT CO'S STEAM, PRINCE OF THE STEAM OAT CO'S STEAM, PERS, C. H. NORTHAM AND CONTINENTAL leave Peck Slip, Pier No. 25, E. R., at 3 p. m., Sundays archidely connecting at New Haven with steam for MERIPER, H. VITTORD, SPEING, FILLD, HOLVOKE, &c. Tickets sold and barrage checked at 1941 Broadway, N.Y., and 4 Courtest, Broadway, Exemple 1960 to Now-Haven \$1.50.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD -Coarmenders June 73, 1881 the sigh trains will leave Grand Central Depot. 8 a.m., Western New Yark and Northers Express win the use drawing room care of color to read to Mon read.

8:40 a.m., Fast Lowled Chicago Express, with dining care, stopping at Abbary Philes, Syracuse Rochester, Burnale Wigners and River Chyclaga and Toledo, arriving at Chicago 10:11a.m. next day. 10:11a.m.nertday.

10:10 in the control of the Coorge and Montreal express

10:30 a.m. Chlosop Express, drawfar.room cars to Casas,
dalgua. Rochester, Nicotr. Falls, Buffalo and Bloomed Spress, drawfar.room cars to Casas,
dalgua. Rochester, Nicotr. Falls, Buffalo and Bloomed Spress, and Connects for Oswero.

11 a.m., Western New York and Northern Express, and 11a m., western New York and Northern Express van drawiis foem ears.

""" Albany, Troy, Saratora Lake Georg and Une Express, the are drawing comment.

"A p m, Accommodation to Albany and Troy,
"6 p m, St. Louis Express, with sleeping ears for Niggs
Falls, Huffalo, Cincinnati (ercept Saturday), Toledo, Defree 76 p. m., N. Louis Express, with steeping cars to Syracuse and Sals, Buffalo, Cincinnati tercept Saturday, Toledo, Dafras and St. Louis.

6:30 p. m. Express, with steeping cars to Syracuse and a Auburn road at the Salo of Solo Montreau.

7:5 m. Pacific Express, with steeping cars for Rocheste, Buffalo, Nescora Fairs, Cieveland, Toledo, Betroit, Charge, St. Louis, Cowcero also I of Octoor Saturday.

11: p. m. Night Express, with steeping cars to Albanyas, Troy, Connects with the morning trains for the West and North except Saturday shift.

Triclets on salo at Grand Central Depot, No. 5. Bowling Green, 2:23 and 4:25 and 3:33 and 4:25 and 3:33 and 4:25 and 3:33 and 3:35 an

DENNSYLVANIA RAILROAD.

DENNSYLVANIA RAHLROAD.

On and after June 22, 1884.

GREAT TEUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New-York via Desbrosses and Cortlandt Street
Ferries as follows:
Harrisburg, Pittsburg, the West and South, with Pullean
Palace Cars attached, 8 a. m. 6 and 8 p. m. daily. New York
and Chicaro Limited, of Parlor, Dining, Smoking and Sieging Cars, at 9 a. m. every day.
Williamsport, Lock Haven, 8 a. m. 8 p. m. Corry and Riesa
8 p. m. connecting at Corry for Titusville, Petroleum Centra
and the Oil Recions and the South. "Limited Washington
and the Oil Recions.
Baltimore, Washington and the South. "Limited Washington
Express" of Pulman Parlor Cars daily except Sanday, is
a. m., arrive Washington 4:05 p. m. Regular, via B. and E.
R.R. at 6:20 and 8:30 a. m. 3:40 and 9 p. m. and 12 micht. Sunday, via B.
and P. R. 6:15 a. m., 9 p. m. and 12 micht, via B. and 0. B.
R. 7 p. m. and 12 micht.
For Atlantic City except Sunday, with through car, 1 p. m.
For Cape May, except Sunday, with through car, 1 p. m.
For Cape May, except Sunday, 11:10 a. m.
Long Branch, Bay Head Junction, and intermediate stations
via Rahway and Amboy 4:15, 7:10 and 12 micht.
3:40.4:10.5, and 7 p. m. on Sunday, 4:15, and 8 a. m. ad
5:p. m. do not stop at Asbury Park..
Boats of Brooklyn frave.
Trains arrive—From Pittaburg, 6:10 and 11:20 a. m., 7:30 and
10:20 p. m. daily, and 7 a. m. daily except Monday. From

Jersey City, affording a speedy and direct transfer for Brooklyn Frayet.

Trains arrive—From Pittaburg, 6:10 and 11:20 a. m., 7:30 and 10:20 p. m. daily, and 7 a. m. daily eccept Monday. From Washington and Baltimore, 6:30 and 6:40 a. m., 1:20, 3:4, 3:50, 5:50, 9:20, 10:95 and 10:35 p. m. Sunday, 6:50, 6:40 a. m., 10:05 and 10:35 p. m. From Baltimore, 9:30 p. m. From Philadelphia, 3:50, 6:10, 6:30, 6:40, 7, recept Monday, 9:20, 9:30, 10:40, 11:30 a. m., 1:20, 2, 3:40, 3:50, 5:30, 6:30, 9:30, 8:50, 6:20, 10:65, 10:20 and 10:35 p. m. sunday, 3:50, 6:20, 6:35, 6:30, 7:05, 11:35 a. m., 6:20, 7:35, 8:20, 10:20, 10:20 and 10:35 p. m.

TO PHILADELPHIA. THE OLD ESTABLISHED ROUTE AND SHORT LINE

20 TRAINS EACH WAY WEEK-DAYS AND 9 05 SUNDAY, 3 STATIONS IN PHILADEL-PHIA; 2 IN NEW-YORK. TRACK, THE MOST

MENT, AND THE FASTEST TIME CON ENT WITH ABSOLUTE SAFETY

EXPT WITH ABSOLUTE SAFETY.

Express Trainsleave New-York via Desbrosses and Cortland
Street Ferries as follows.
6:20, 7:20, 8, 8:30 (9 and 10 Limited), 11, 11:10 a.m. 1, 3:94,
3:40, 4, 5, 6, 7, 8 and 9 p. m. and 12 might. Sundays, 6:15, 5,
9 Limited) and 10 a.m., 4, 9, 7, 8 and 9 p. m., and 17 might.
Trains beaving New-York daily, except 8 unday, 2:20, 8,
8:10 and 11:10 a.m., 1, 2, 4, 5 and 7 p. m., connect at Twoton for Camden.
Returning trains leave Broad-st. Station, Philadelphia, 12:01,
3:11, 3:20, 4, 4:35, 6:xeept Mone'ay), 6:50, 7:20, 8:30, 11, and 11:15 a.m. (Limited Express 1:30 and 5:20 p. m.), 1,
3:4, 5, 6, 6:30, 7:30, 7:45 and 8 p.m., on Sunday 12:01, 415,
3:20, 4, 4:45, 8:30 a.m., 4, 6:20 Limited), 6:50, 7:50, 7:40, 7:43
and 8 p.m. Leave Philadelphia via Camden, 8:50, a.m.
daily except Sunday.
Ticket offices, 4:35, 5:49, and 9:44 Broadway, 1 Astor House,
and Brooklyn Annex Station, foot of FutbossBrooklyn: Binsh's Hotel, Hoboken: Station, Jersey (M.
Emugrant Ticket office No. 8 Entery Place and Castle 6st
den.
The New-York Transfer Company will call for and cheef

The New-York Transfer Company will call for and check baggage from botels and residences. CHARLES E. PUGH.
General Manager.

J. R. WOOD,
General Pass'r Agent

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.

Office Pier 18, N. R., foot of Cortlandi-st.

Consignments of freight forwarded as directed to any part UNEQUALLED FACILITIES FOR DISPATCH Orders received for delivery of all kinds of treight and me chandise to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAB

BOR LIGHTERAGE.

Freight of every description promptly lightered to any point in the harbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS,
Steamers JOHN H STARIN and ERASTUS CORNING
for NEW-HAVEN, leave Pier 18, N. R., foot of Cortlands. at 0 p. m. daily. [Saturdays excepted.] Freight for points on D. L. & W. R. R. received at Fist 18 Por New-Mayen and points East, at Pior 18. NORTH SHORE, STATEN ISLAND.—Eleven Miles if Ten Cents, via Steamers from Pier 1, E. R., foot of While

Machine and Boiler Shops. Everything apportaining to the construction and repair of vossers.

Branch office. 7th-ave., cor. 42d-st., open daily until 3 p.s. Sundays from 1 to 4 p. m.

Suitern 0:45 7:50 10:20 a m 4:30 10:20 a m 1:45
12 midnight Sundays 0:46 8:30 10:20 a m 1:45
12 midnight 8:50 10:20 a m 4:30 p m . Sundaya 8:30 a m
Newburg and Cornwall 7:50 0 a m 8:30 4:30 c p m . Sundaya
Newburg and Cornwall 7:50 0 a m 8:30 4:30 c p m . Sulf

New burg and Cornwait 7:50 9 a m 4:30 9 m. Sandays 8:30 a m. p m. Roundays 1:50 9 m 3:30 4:30 6 p m. Sandays 8:30 a m p m. Roundout and kingston and Montgomery 9 a m 4:30 p sunday 8:50 a m. Conhen 3-4 5:50 9 10:20 a m 3:30 3:50 4:30 8 8:15 p m 3:30 4:30 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p 5:40 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p 5:40 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m at 10:30 a m 4:30 p m 4:30 p m 4:30 p m 5:40 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m 4:30 p m 4:30 p m 5:30 a m 5:30 a

NORTHERN RAILROAD OF NEW-JERSEL

Nyack 7 8:30 10 am 1 8:00 4 4:50 6:40 6:40 8:30 pm 12mb night. Sundays 7 0 am and 7:15 pm. Nanuet, Spring Valley and Moneey 7:10 10 am 4:50 pm pmnday 7 am. JOHN N. ABBOTT, Gen'l Pass's Agent, Non-Yes